



The Mountain GAZETTE

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This will be the last issue of the Mountain Gazette prior to the 2018 Triennial.

The 2018 NARROW GAUGE MEET

was well attended with slightly more people than last year, which was a great help during the Work Week as a lot was accomplished. The extremely heavy rain on Friday ruined one of the main meet run days, but the rest of the week had decent weather.

An intense lightning storm hit around 01:38 hours early Friday morning, followed by .90 inches of rain in about 4 hours. The rain caused flash flooding in some areas of the Klamath Basin, and the lightning made multiple direct hits on our Cell Site on Steiger Butte, doing extensive damage to all major cell carriers and the Train Mountain building and tower equipment. Many thanks to Chris Novara for coordinating the emergency repairs to the Train Mountain equipment, and the services in our building.

In the image to the right, the burn marks are visible on the wall, and you can see the hanging stuff that was blown off the wall with some landing on the floor.

The KVIP FM radio translator lost it's antenna and some fuses. The Chiloquin Fire District lost their antenna. The Amateur Radio repeaters were smoked. The Klamath County School District seems to be the only one that survived with no damage.



Notwithstanding the unusual weather events, the Narrow Gauge group managed to get in some running. Many of them considered this meet a shake down event to make sure they would have no problems during the Triennial.



Join Train Mountain now!!

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>



The Lilacs were in full bloom all over Train Mountain, as were several other native flowering species.



Quentin's old silver primed GE locomotive set has been rebuilt and upgraded by the Hobart Car and Foundry. The locomotives have been painted Southern Pacific colors, and were returned to Train Mountain at the beginning of the Narrow Gauge Work Week. Jeff Mills and Jerry Crane finished detailing and Pam Williams did the graphics.





The **Triennial Office** will be located where the old Beanery used to be on the south side of Central Station. This is to the North of the Turntable.

By the time the Triennial begins, the construction will be completed.

Please go to this Triennial Office for all Triennial business or issues.



The Train Mountain Main Office cannot handle Triennial business or issues.

A new walkway is being constructed for the Yard to the west of Central Station.



How Full is Full

For the upcoming 2018 Train Mountain Triennial, Train Mountain is officially FULL! We have stated in the past that we really don't want to say NO to anyone wanting to come and bring a train. So here's the deal, if you still haven't registered, do not plan on bringing a 150-foot train! Go ahead and register but just plan on unloading your engine, your engineer car, and a riding car. BUT PLEASE remember we have almost three miles of trains coming and these folks all registered some time ago. All of the tracks have been assigned so we may have to stick you on the back of someone else's track if they are willing to share. We will make every effort to get you a spot, but . . . **Full is Full!**

Boiler Inspections

No current tag, no running!

We have 95 steamers coming to the Triennial. All of them are required to have a current year boiler certificate before running in the park. This can best be done at YOUR local club BEFORE you leave for Train Mountain. Train Mountain will have volunteers available to do a boiler check, BUT . . .

It takes an average of close to an HOUR to do a SINGLE boiler check. We also have three separate steaming bay areas where we need to do the checks so some travel time may be factored in for the Inspection Team. Because of the very large numbers coming to this event, and most arriving within a few days of one another, you may have to wait more than a day or two to get a boiler check scheduled!

Remember, no current tag, no running!

If you do wait until you arrive at Train Mountain to get certified, please have patience with the boiler inspectors, they are all volunteers and are here to have fun too!

Train Mountain on Oregon Public Broadcast Links

The new segment on Train Mountain and other Oregon destinations was aired in their Thursday, November 9th broadcast of Oregon Field Guide.

You can now view the entire segment directly on the opb.org website here:

<https://watch.opb.org/video/3006578129/>

OPB has made the Train Mountain part of the broadcast available on Facebook,
and can be viewed without being a [Facebook member by clicking here.](#)

Welcome to the Train Mountain

2018 Triennial Meet

JUNE 25- JULY 1, 2018



In advance of the Triennial, we would like to say that we are thrilled you are traveling to beautiful southern Oregon, and are happy to have you join us for the 2018 Triennial here at Train Mountain. A true, International gathering of railroad enthusiasts to run, ride on, and see the world's longest 1.5" scale model railroad. The committee chairs, volunteers and staff have been planning and working hard this past year to make this one of the best International Meets we have had. Finishing touches are being put on throughout the park as you read this. If you have been following the past several TM Gazettes, you already have a sense of scope of the work that goes into making this place hum and shine. Almost countless (well - we do actually count them) hours it takes by so many talented and dedicated volunteers to make it all happen have been put forward in the past year, and this spring in particular. So we all welcome you to our neck of the globe and really do hope you have a very enjoyable experience.

We have a new Triennial information and coordination office this year located on the south side of Central Station overlooking the turntable yard. Other than the registration tent, this is your one stop for everything Triennial. If we do not have the info you need at hand we will get it for you quickly. There will be one of the event Co-Chairman (there are 3 of us) in place as much as possible throughout the meet. Also there will be bulletin boards for event notices, track updates, closures if any, and general notices for all. Separately there will be a board for personal messages and announcements too. Come on by and say Hi at the very least.

If you have not been back since the 2015 Triennial, there have been some big changes and lots of upgrades, small improvements, repairs, and of course a lot of work on things that are vital in our operation and are truly below the surface and in some instances, hidden in the woods. For those of you new to the Triennial and Train Mountain, you're in for a real treat. Lots of trains, 376 as of this writing, stretching some 13,831 feet; around 37 miles of track, 2 really big and stuffed yards and turntable, almost a 1,000 registered fellow railroaders, 2 big camp grounds, and lots of forested acres (2200) to travel through that includes bridges, tunnels, track-side structures and towns and even a G-Scale layout to circle around. Many equipment manufacturers and private conveyors of everything for live steam, diesel and electric locomotives, plus rolling stock of every style and type will be on hand to answer your questions and help you build your own fleet. We have as much as we can possibly pull together for your enjoyment and amazement. Oh, and there will be food and refreshments to keep your going.

In order to make this all work and for you to get the most enjoyment out of your stay we ask several things: First - Please read the vital information about how we are organized, what will happen when and how we will operate that is included in your welcome packet. This is important information and procedures for the safety of all, engineers, conductors, riders and observers/visitors, key facilities, camp ground info, vehicle movements and restrictions, train operations, signaling, radio procedures, first aid assistance, and information booths are included along with much more. Again, please spend time early on reading and understanding all this information before venturing out. Second, if you have a computer, we ask that you browse the web site under the Triennial section for more relevant information about the campgrounds, and the Triennial in general; under the "Signals and CTC" tab, where there is updated information about the new track alignments and how the signals and route selections operate as well as how we interpret the signal indications; under Videos & Media is some great footage about TM today and the past. But most importantly is the link to our new Safety Video we recommend you watch. You will still have to attend a screening when you arrive, get your name in the log, and get your sticker in order to qualify to act as an engineer or conductor; Next is the "Track Plans and Maps" section. Our newest maps are here; and lastly and probably most importantly is the "[Safety at TM](#)" tab. Several sub-tabs of really vital information are located here that everyone needs to be familiar with. So please, spend a little time and become very familiar with our operations at Train Mountain. Great information for both the newbie and the experienced members alike, so review and refresh your memories. Thirdly, visit the Triennial Information booth for more information and answers to your questions or difficulties.

I already mentioned Safety, but will again just to re-emphasize it. There are lots of potentially dangerous obstacles and equipment, hot live steam and boilers blowing off, heavy rail equipment moving around and sometimes on the ground, warm temperatures and bright sun-use sun block and stay hydrated-drink lots of water, and lots of people and action everywhere. Safety is everyone's responsibility and with your vigilance, awareness and help, we can make this event accident free. SO stay alert, please. And if you see something that needs correction or attention, please let us know. Grab any of the committee chairs or go to the new Triennial Office on the Central Station south porch. It is the perfect place to get the staff's attention.

The work and effort to put this on is of course enormous. None of it would happen was it not for the many dedicated volunteers and those whom have stood up to head the many individual committees that focus on the details and do all the organizing. But, they still need more help in getting it all done during the event. Can you help? We need daily volunteers to assist with a whole gamut of things. A couple – three hours of your time, a couple of times during the week, will help to keep this meet running smoothly. Directing parking and traffic for our day visitors, driving a shuttle van or golf cart, helping load and unload member's rail equipment, perhaps taking a turn in the tower coordinating train movements or several other areas that need you help. Please take a look at the [committee list under the Triennial tab](#) to see where you might be willing to assist. We will also have the list in the Triennial Office and signup sheets for specific hours/shifts. Additionally, each morning at the 8 AM Safety and Coordination meeting in the main hall of Central Station, we will announce and ask for your help where ever there are shortages. As members, this is totally your meet to enjoy, but also your responsibility to help out and make it an eventful, enjoyable, and memorable event for all. The Triennial still needs your help. Committee chairs cannot do it all themselves.

Thank you for coming to southern Oregon and Train Mountain. The 2018 Triennial Co-Chairman, Jeff Mills, Danny Chamrad, Tom Watson and myself David Waterstreet, welcome you and hope you have a great time. If we can help you in any way, please let us know.

All Aboard!!

What Didn't Get Done On The Master To Do List

Number one is Main Yard. For the duration of the Triennial 3 mph is speeding in Main Yard, so much slower should be the rule, not the exception. The yard is still wooden ties that gave up their usefulness about 10 years ago. We are making every effort to make it so you can enter and exit Main Yard with a minimum of issues HOWEVER, the reality is, there will be issues. We are aware of those issues. We know this is a great inconvenience to those of you assigned to Main Yard. We apologize in advance. We have had inclement weather this spring. This is not an excuse. We also have had our main track guys laid up with medical issues. We will attack the problem during the Narrow Gauge Meet and continue working between meets to get it better, but it will still be an issue by the time the Triennial masses arrive. As we in previous articles have asked, we are asking all of you to exercise some *patience* with us as we try and make this known issue less of an issue by show time.

A Review of Unload / Load Procedures During the Triennial

1. Enter via the Katy Lane Gate
2. Pull up to **Registration** (keep to the left as you approach the shelter)
3. If you are bringing a train, after leaving Registration, pull up to **Staging** (again keep to the left of Katy Lane)
4. Staging will direct you to Crisp Yard, K&W, or Appendix to **Unload**.
 - a. **Crisp Yard** – large tow vehicles and most steamers. Unload as quickly as you can to insure safe movement of your train. Move your train to one of the temporary parking tracks in front of Central Station. After unloading exit out the front gate with your tow vehicle and head down the hill to once again enter via the Katy Lane gate. Trailer parking is just beyond where you stopped at Staging. Keep to the **RIGHT** at Registration and Staging. Return to your train and move from the temporary parking space and move it to its assigned track.
 - b. **K&W** – just those assigned to K&W but only if your vehicles are small in size. Larger vehicles will still need to go to Crisp Yard. Staging will direct you. The road between K&W and Blue Caboose will be bi-directional. Exit out the front gate with your tow vehicle and head down the hill to once again enter via the Katy Lane gate. Trailer parking is just beyond where you stopped at Staging. Keep to the **RIGHT** at Registration and Staging.
 - c. **Appendix Yard** – You may unload here if your train is gas or battery powered, weighs under 450 pounds, and the majority of your train fits in your pickup or small trailer. Then park your trailer and your vehicle, and then move your train to its assigned track.

We have a lot of trains to unload, move around the park, find track assignments, and vehicles to get parked. *Patience, patience, patience*, please!

TRIENNIAL EXIT Map Misprint

Please note: The Triennial Maps indicate the MAIN EXIT will be through the Molly Lane Gate. This will NOT be happening. The MAIN EXIT route will be one way west on Molly Lane and the ACTUAL EXIT will be through the Katy Lane Gate. This is the same as was done for the 2015 Triennial.

TRACK CHANGES AHEAD

By David L. Waterstreet

As many of you are aware, and many are not, there have been a few changes to Central Station (CS) Yard trackage since last summer. In fact we have completely redesigned and re-laid the entire inner half of this yard; and re-plumbed, rewired and re-everything else too. Some of this cold work was pictured in the last Gazette. A couple of new signals and all new push button boxes, to select your desired route into, through and out of the yard are included, plus some special features, of course. If you have not seen any of it, we have a short YouTube walking tour of the new rails and yard layout at the following [URL – or internet address](http://www.youtube.com/watch?v=_jwl-ZB-6p0A) if I may: www.youtube.com/watch?v=_jwl-ZB-6p0A. That's a lot of garbly-gook to type into the address bar. Therefore, if you like, just drop to the bottom of the main TMRR web page, click on the right most YouTube button, and in the top row of selections is one named "CS New Yard" by Tom Watson. I suggest you view this short video to familiarize yourself with the changes. Herein, I will address the operational aspects of it all. But first here are a couple of pictures of the general layout.



As you can see, all the back-in tracks off the left hand lead are gone. They have been replaced by four slightly longer, temporary stay, back-in stopping tracks off of track 4 from the right hand ladder. These are accessed by the unchanged mainline, or the Crisp yard lead from across the parking lot, thru the new diamond in the foreground. The tracks to the left now form our new passenger load and unloading tracks, and four train staging area next to the Central Station platform. The right-most of these three is both an additional loading track and a bypass track through the middle of the yard which also can access the turn-table on the far end along with track 4 on the right ladder, the primary route. You will be able to get to these three tracks from both main tracks coming down the hill from the main yard, containerville, or out of the tunnel. Primary route selection will be done on a new push-button panel, Figure 1, located at the junction of the mainline and the tunnel exit tracks just prior to the road crossing. Additional left and right mainline push-button route boxes for the left or right yard ladders are located just next to the signal bridge by TM Tower, Figures 2 & 3.

New features on these route selection boxes is a Blue LED indicating the current route selected. If that is the route you desire, then proceed under signal indication as no further button pushing is required. Also, on the panel in Figure 1, Red LEDs will indicate the tracks ahead that are already occupied. Also, on several route selection boxes is a Yellow LED, indicating that TM Tower is in operation and has primary control of the turnouts, and therefore, your route. As always, the tower personnel will be listening for your route requests on FRS Channel 13.

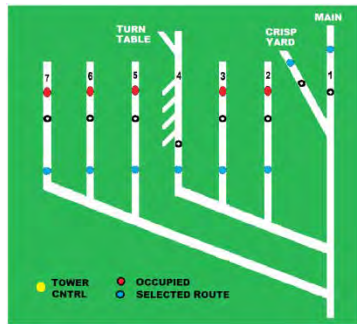


Figure 1

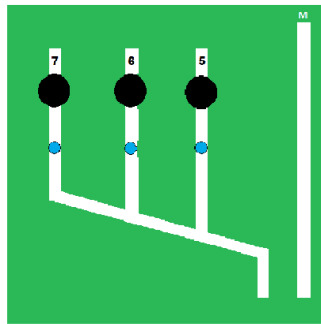


Figure 2

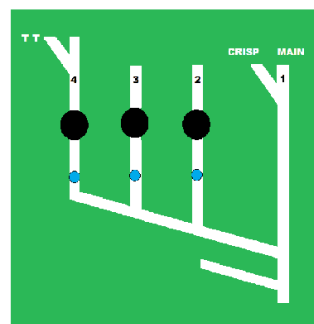


Figure 3

New route selection boxes are also being put in prior to signal bridge 12, adjacent to the flag pole. These will let you choose to cross-over from one main to another coming out of the main yard or the containerville/backshop yards. Prior to now, these crossovers were only controllable by the tower. They are not in yet, but we hope to be done by the Triennial. The signals on Signal Bridge 12 will reflect your cleared routing down to the TM Tower signal bridge. However, during the Triennial, all traffic routing down the hill and up from the tunnel will be controlled by the tower during daylight hours.

Another new route box and signals will be at the far end of the new passenger tracks and CS yard. This will provide for routing into or past the turntable, and, it's reachable from your locomotive. Two new signals here will protect both directions across the new turntable diamond, and departing trains from the passenger tracks and track 4 on the right yard ladder.

Lastly, there will be a new panel face coming out of the tunnel. It too will include the route selected Blue LED indications to verify what you chose back at the Arm Extension selection point, under Crisp Trestle approaching the tunnel cut. The Tower-in-control, Yellow LED indicator will inform you when the tower is in operation. The track signals at this point remain unchanged.

That pretty much sums up all the major changes. Of course there is a whole bunch of new wires, control circuit boards, electrical boxes, and associated electronic stuff that make it all work. We are really striving to make all this as safe, intuitive, flexible and prototypically functional as possible. Please follow the signal indications displayed. The logic behind them is quite complex, but sound and effective in providing all of us a safe operating environment.

Your volunteer signal maintainers and, much appreciated general member volunteers that have assisted in the ditch digging, pvc pipe fitting, wire pulling and many other tasks; have made all this possible and functional. These folks, and all volunteer help, makes Train Mountain run really well and be enjoyable for both the serious railroad modeler, and rail fans alike that come to visit us. So please continue to ask where you can lend a helping hand. Wish you Happy and Safe Railroading on Train Mountain. All Aboard!

Long Tunnel Route Selection

by John Cooper

There are two ways to request your route exiting the long tunnel. The preferred method is to use the optical beam break sensors located on the Cox Bridge. This location is about 4 mileposts before the tunnel. The sensors are recognizable as two large canisters mounted on the bridge each with a red reflector positioned directly underneath in the ballast.

To activate the sensor, break the light beam by extending your arm out to the side of your train as you pass under the bridge. The request is made while in motion, thus optimizing traffic flow on this busy line.

Breaking the left beam will request the left route to Central Station. Breaking the right beam will request the right route to the Main Yard and Backshop. Breaking both beams will request the straight route to Bond.

For best results, hold your arm steady or maybe even sweep it backwards as you pass under the sensor. Do not sweep your arm forward as this will cause the beam interruption to be too quick to register with the sensor. The sensors have an audible beep to confirm a successful beam interruption.

In the event that the desired route is not set up correctly, push buttons are provided as an alternative method of selecting the route. These buttons are mounted on the wall inside of the portal exiting the tunnel. Trains normally should not have to stop to push these buttons. Please note: the buttons **WILL NOT WORK** if the front of your train is past the signal. The turnouts will not throw if a train is occupying the track circuit.

Do not pass the signal protecting the turnouts unless it is displaying a proceed indication. The signal and turnouts are fully interlocked to ensure that the switches do not throw under or in front of a train. Only when the signal is displaying red and the track circuit unoccupied will the switches be enabled to throw. Thus you never want to pass this signal when it is displaying red. Trains following closely behind other trains need to be especially careful of this.

The signal logic implements route stacking so that it can handle multiple trains. Routes requested by the optical beam sensors are queued in memory making it safe even if there is a train ahead of you.



ELECTION 2018

The Board of Directors of Train Mountain Railroad Inc., the Social and Recreational club component of Train Mountain which primarily operates meet events for its members, will have three out of seven Director positions to be filled later this summer through vote of the general membership.

Directors shall be members of TMRR. Nominees must have exhibited an interest in and commitment to the purposes of Train Mountain Railroad and must have expertise in areas relevant to the needs of the organization.

If a member wishes to be considered for nomination, submit a written or e-mailed application addressing, as the member sees fit, the following:

- a. Why the member is interested in the position of Director
- b. Experience and past contributions to TMRR
- c. Areas of expertise which might assist TMRR
- d. Other factors which the member believes relevant.
- e. A current photo (jpeg or similar preferred) is encouraged.

The application will be reviewed by the Nominating Committee and if nominated the statement will be published with the ballot.

IMPORTANT: To be on the ballot a qualified member must be nominated for election by the Board. The Board will accept applications directed to Mr. Jeff Pape, Vice-President TMRR, to be received by him not later than June 30, 2018. The By-Laws do not allow write-ins at the time of the election.

When elected, a Director is seated for a three-year term. For further background information, consult the By-Laws and other relevant documents which are posted on the web site. Talking with current Directors is also encouraged!

FYI: Current Board Information April 2018:

NAME	ELECTED	VACATES	Position 2017
Jeff Mills	2015	2018	President
Jeff Pape	2015	2018	Vice President
Tom Watson	2015	2018	Member at Large
Dick Peterson	2016	2019	Secretary
Joe Simon	2016	2019	Member at Large
David Waterstreet	2016	2019	Treasurer
John Cooper	2017	2020	Member at Large

Seven Hundred and Twenty

What is so important about the number **720**? It is closely linked to the date of **Monday June 25th**! So what's the link? That is how many of you are planning on arriving at Train Mountain on that date.

With this knowledge we hope that all **720** of you will exercise a great deal of **patience** especially with the volunteer corps that is there to assist you.

1. There will be a line at Registration.
2. There will be a line at Staging.
3. There will be lines at the Unload areas.
4. We will have some 50 Porta Potties so no lines there we hope!

PLEASE remember we are all here to have a good time.

WE ARE ALL VOLUNTEERS

DON'T YELL AT ME, I AM A VOLUNTEER!

Fire Danger Signs at Train Mountain Railroad

Train Mountain Railroad has placed three Fire Danger signs in highly visible locations. These signs are similar to the ones seen along US Highway 97 and other locations in the Klamath Basin. Fire Weather Forecasts are monitored by Train Mountain Staff and the Fire Danger signs are updated as the forecasts change.

The signs have two Fire Danger Ratings. The first is the Adjective Rating relating to how easily fuels can catch fire and spread from various sources of ignition. These are also color coded with colors that match the danger level.

The second Fire Danger Rating is the IFPL or Industrial Fire Precaution Level. These are numbered with Roman Numerals I through IV. The IFPL ratings determine what industrial activities can be performed in the woods, the hours of operation for these activities and after-work fire watch requirements.

Adjective Fire Danger Ratings:

Low Fire Danger/Green: Fuels do not readily ignite.

Moderate Fire Danger/Blue: Fires can start from accidental causes. Grass fires can spread rapidly.

High Fire Danger/Yellow: Fine Fuels ignite readily. Fires start easily from most sources of ignition.

Very High Fire Danger/Orange: Fires start and spread easily. Crowning is common.

Extreme Fire Danger/Red: Fires start quickly and spread furiously. All Fires are potentially serious.

Industrial Fire Precaution Levels:

Level I: Closed: Season Fire Season Declared

Level II: Partial Hoot Owl: Industrial activities limited hours 8:00 PM to 1:00 PM followed by Fire Watch

Level III: Partial Shut Down: Prohibited activities followed by a fire watch.

Level IV General Shut Down: Permitted activities late evening through morning to 1 PM.

More information and complete definitions of these ratings can be found on the South Central Oregon Fire Management website SCOFMP.org. The Train Mountain website has information on the IFPL as well. Click on Safety at Train Mountain then click on Fire Equipment Self Inspection Form. This explains each IFPL level, prohibited activities as well as Fire Watch requirements and equipment.



Why is your Triennial Name Badge Important?

By Jeff Mills

Obviously, it identifies you as being registered for the Triennial. It has your name and home town on it. Further, it shows if you are member or a guest. But it contains much more!

We have been amazed by the number of members who never looked at the back of their name badges. On the reverse side is found some critical information in case of an emergency.

Train Mountain Railroad 36941 South Chiloquin Road PO Box 438 Chiloquin, OR 97624	Administration Jeff Mills - 253-740-6013 Jerry Crane - 253-350-3419 Tom Watson - 541-591-3676
Train Mountain Office - 541-783-3030 FRS Radio Channel 10 - 0 Volunteer Coordinators Jeff Mills - 253-740-6013 Danny Chamrad - 361-550-2084 David Waterstreet - 503-206-1249	
Group Association: Mills	

Note:

This is a sample badge back. Some information may be different on your actual Triennial Badge back, e.g., the FRS Radio frequencies.

Train Mountain's physical address is in the upper left box.

Next, in the right box are the cell phone numbers for Jeff Mills (President of Train Mountain Railroad), Jerry Crane (President of Train Mountain Institute) and Tom Watson (TM Operations Manager).

Dropping down to the middle box is the phone number of the Train Mountain office, the FRS channel for your required radio as well as the cell numbers of the Volunteer Coordinators.

On the bottom is your Group or family association. This is very helpful in the case of lost children or grand children with different last names.

Please take the time to look at the back of your badge and add at least the Train Mountain office phone number to your cellphone directory, if you have not done so already.

Greetings from Joyce at the front office:



The Spring Awakening Work Week was great! Much work was done. The meet itself was a bust though because of too much rain and too much cold. The Narrow Gauge Work Week was interspersed with rain, but still a lot of work got done and the sun came out for the meet weekend which was great. It is nice and sunny with a beautiful blue sky today.

The Triennial is just a few short weeks away!!! Your Triennial packets will be handed to you at the registration booth when you arrive at the

Triennial. If you have not received an email confirmation, but have registered and paid and your statements from your financial institution are showing that your payment has cleared, you are registered. Some email servers do not like our email. Those either kick the confirmation back or send it to your spam folder. If you did not receive an email confirmation that is what may have happened.

If you need to make a change or update your Triennial registration, please contact the office at 541-783-3030. The change or update will likely need to be done through the office rather than online.

Sadly we found on May 24th Char, our resident critter catcher, office redecorator and creative typist had passed away. She was a very special cat to all of Train Mountain. We appreciate the many years she spent with us and the loving attention she gave to many of our members. Jack, our other office kitty is doing well.

We do not know what caused Char's demise. She had spent the day before visiting members at their containers. As a precaution for other Train Mountain pets and for other animals please do not use mouse or rodent killers on Train Mountain property, in containers, RV's, trailers or campers. Some of these poisons can continue to kill all the way up the food chain. They can kill an animal that eats a poisoned rodent, for example. Also please do not leave open containers of anti-freeze or oil around.

Train Mountain Institute often receives cash and non-cash donations. Please, all donations must go through the Train Mountain Office. If it is money to purchase a tool or materials, a book, an antique lantern, a miniature building, a big shelter, a caboose stove, a painting, a signal, rail equipment, a box of photographs, tools or anything at all, and regardless of size, it needs to go through the office first. Also, permission to erect a permanent or semi-permanent structure on the property must be gotten from TMI before building or erecting it and all necessary permits must be obtained. In other words, you must go through ALL of the necessary steps. Train Mountain Railroad cannot accept these donations nor can it or its members give approval for the above structures even if a permit is not required, but Train Mountain Institute can. Also, if you have items to put on loan to TMI's museum, do this through the office and Train Mountain Institute.

TMI tourists have come from Indonesia, Holland, Germany, Canada and a number of the states.

We are presently at over 900 members!

We are looking forward to seeing everyone who is coming at the Triennial!

Joyce, 6/1/2018

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

SOME GENERAL TRIENNIAL INFORMATION

Note: Day Passes and Last Minute Triennial Registrations will be sold at the Katy Lane entrance Registration area when people arrive and people will be completing Participant Release Forms when they enter. Adding camping days and Memberships, if needed for the Triennial may also be handled at Registration or the Triennial Office.

All business that was handled in the Main Office during the 2015 Triennial will now be handled by the 2018 Triennial Office:

Lost Badges and Lost Pins: Replacement Pins are \$5.00 each. If you lose your Triennial Badge, get a temporary Triennial Badge at the Triennial Office. Replacement Badges will not be readily available. The Triennial Office will have a form to order replacement badges.

Lost Children – Well, if the child is in the office, they aren't really lost, it's their parents who are! That seemed helpful to a frightened young child who could not find their parent at the 2015 Triennial. Fortunately, the child was old enough to know her name and her father's name. We found him on the roster and were able to contact him and to get them both back together. To avoid these situations, please make sure the child has their Triennial Badge firmly attached.

Handicap Parking – Being that we have a huge elderly member base, we have a huge population of members who have handicaps and who also have authorized handicap vehicle tags! It is more than enough to fill a good percentage of Train Mountain's parking and RV spaces! Many people do not realize the extent of this. There will be designated areas where vehicles can drop off handicap persons and their gear. The driver will then need to park in their assigned parking area to leave the space open for other vehicles to unload or load handicapped persons.

General Area Information – at the back of the Member Information Booklet, a number of places such as restaurants and lodging as well as points of interest are listed. There will also be a booth in the vendor barn with area information in it.

First Aid – First aid will be at the vendor booth. There may be a doctor and/or a medical response team on hand also.

Bad Track Reports – these should go to the committee in charge of this. In 2015, the office phoned these in to the track repair committee if someone reported track problems to the office. The person can report them on their own if needed.

RV Pumping – Jefferson State Pumping will pump RV's for people. See your Campground Host for details.

Showers – The showers at the motor pool will be available, but there may be lines. Crater Lake Junction Travel Center has shower facilities which I believe include towels and soap. They charge a fee, but they are not too far away from Train Mountain. The Water Wheel may also have shower facilities available.

Train Mountain Library



Your Train Mountain Library Staff has been busy organizing and adding content to the Library. Please visit the Library and let us know what you think.

Always trying to improve your library experience, on Tuesdays we will be playing railroad songs and music as background for your research.

From the 30's and 40's here is sheet music for popular songs with railroad theme. See photo. The library also has a copy of Mel Bay Presents Train Songs for reference. It contains songs and a poem about Railroads, Railroading, and Railroaders.

Our request this month is for the sheet music and or recording of "The Train Mountain Theme Song" by Muffinworks, Ltd. 12/23/87, not to be confused with Quentin Breen's Dream Poem found in the Train Mountain Encyclopedia. We have the lyrics of the song and are interested in learning more about its author, etc.



Just a reminder that the books and other materials in Train Mountain's Library are for Reference Only. Many of these come from members' private collections so please respect this request. Thank you.

Library Staff

Banquet Ticket Sales

It is very important to purchase your Meet Banquet Tickets by Noon on the Friday before the Saturday Banquet.

We must get the number of attendees to the caterer to make sure there is enough food to feed everyone.

If you plan to arrive on Friday, please call the TMRR Office during business hours and provide your name and number of guests so we can add those to the attendee count.

There will not be a Banquet during the Triennial.

We want everyone to have the opportunity to attend these functions and enjoy a full meal!

Northwest Ramble after the Triennial

Pacific Northwest Live Steamers,

Shady Dell, Molalla, OR

Contact: Pat Duling, email pdul775712@aol.com

Date of Meet: Sunday **July 1**, 2018

Kitsap Live Steamers,

Port Orchard, WA

Contact: Ken Olsen, email ken@ivycourtapts.com

Date of Meet: Tuesday **July 3**, 2018

Vancouver Island Model Engineers,

Victoria, Vancouver Is., British Columbia, Canada.

Contact: John Yardley, email johnyardley@telus.net

Date of Meet: Wednesday **July 4**, 2018

British Columbia Society of Model Engineers,

Burnaby, British Columbia, Canada.

Contact: Bill Mellors, email wgmellors@shaw.ca

Date of 25th Anniversary Meet: Thursday to Sunday **July 5, 6, 7, 8**. 2018.

Triennial Vendors

7idea Productions



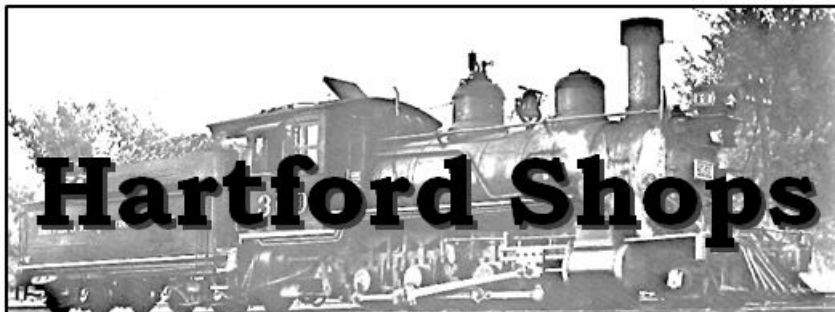
American Model Engineering Supply



Live Steam
& OUTDOOR RAILROADING



Live Steamer Parts, LLC



Live Steam Warehouse
Detail Castings and Fittings



The Pike River Northern
Your suppliers for 1.6" scale locomotives and parts



Pacific Northwest Live Steamers

*Founders Day July 21st & 22nd
Train Fest September 1st 2nd & 3rd 2018*

Celebrating our established 64th year Pacific Northwest Live Steamers cordially invites you to our annual Founders meet July 21st and 22nd 2018 as well as our

Train Fest September 1st, 2nd and 3rd

Travel our meandering railroad amongst majestic pines and clear streams; along our 4,200' main line Empire

Located in the cascade foothills

Visiting engineers and trains greatly encouraged full steam servicing available for Coal, Oil and Propane as well as services for Electric

And gas locomotives

Visiting engineers are encouraged to stay over night as bunkhouse, tent camping, or RV trailer is available however space is limited, so please send your RSVP.

A dinner with a nominal charge will be hosted Saturday night by the volunteers of PNLs.

Send RSVP or Information requests to
Or Call

We look Forward to seeing all our extend live steam family.



Molalla Shady Dell Train Park

PnlsMeetInfo@Gmail.com

31803 S Shady Dell Rd

Molalla Or, 97038

Phone: 503-840-0903

I AM NOT A ROBOT!

There have been a few changes made to the member's site, specifically where payment information is entered. The most noticeable change is that we have added a question asking if you are a robot. You check the box and depending on a bunch of things, you may be asked to choose from a set of pictures. You may be asked to click the pictures that show street signs, or click on pictures that show store fronts. It seems silly, but the questions and challenges are carefully crafted and updated by Google, and have an amazing success rate at determining if the entity pressing the keys is a real person or a computer program ("robot") trying to gain access.

The technology is called "CAPTCHA", or in our case "reCAPTCHA" and is quickly being the standard for online protection against robots, which pose a real problem to web sites. This is replacing the (to me) very irritating practice of trying to figure out what letters and numbers they are showing in fuzzy text. If you have questions or problems getting around the new challenge (or if you are a robot!), feel free to give Joyce a call in the office.

Dale Furseth

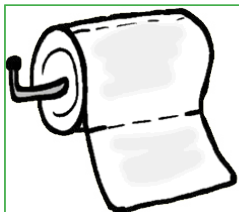
"the computer guy"

Volunteer Hours Reporting

Dale Furseth has worked his techie magic on the member's part of our website again. You can now report your monthly volunteer hours online. From the Train Mountain Railroad home page, click on "Online Member Resources: Join Train Mountain: "Register for Meets", then on "Enter Volunteer Hours" or go there directly with this link: https://trainmtn.org/tmr-members/Member_VolunteerHours.aspx

Choose your name from the drop down menu, enter your total hours in the box that matches the month you are reporting your hours for and click on "Update Information" to submit them. So-o-o simple! We hope you enjoy using this new feature.

Please submit your volunteer hours. If you work off site or at home on Train Mountain projects - these hours count.



REMEMBER: No job is complete without the paperwork!

WEB-CAM GALLERY

Photos by: The Web-Cam



Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

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NOTICES

PUBLICATION DEADLINE:

Submissions to the Gazette must be received by the 15th of the month of publication. The fifteenth of the month is to be the last day to submit material. Material received after the 15th of the month may be held until the following month or rejected.

SUBMISSION CRITERIA

Articles and ads may be submitted via a pdf file, MS WORD, Open Office, notepad, or similar text file. Please give each article a distinct file name with your name a date. If everyone submits an article named "article for gazette" or something similar it could get overwritten by another article with the same name.

Please use a common open source FONT such as ARIAL that can be displayed in all Browsers, and is easy to read. Please do NOT use the Calibri font, as we must take the time to convert it to Arial.

If your document has an embedded image, you must also include the image separately as a jpg, png, or similar image file.

Gate Code

Due to security concerns, the Gate Code for the Train Mountain Main Gate may be changed at any time without notice. Any Member planning to arrive at Train Mountain when the Office is closed will need to contact the Office prior to arrival to ensure they have the current Gate Code.

Visitors to Train Mountain:

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 10:00 AM until 3:00 PM Monday through Friday during the summer, and 10:00 AM to 2:00 PM during the winter. The office is closed on weekends except during meets, and then only when volunteers are available to open the office.

Our insurance advisors request that all people (members and visitors) complete and sign a liability release. If **YOU** as a member encounter visitors on the property without a visitors pass please direct them to the office so that we can insure that a release has been completed and a visitors pass has been issued.

If **YOU**, as a member, open the gate and allow visitors to pass through - **YOU** are responsible to see that the release has been completed, and **YOU** are liable for them until they sign a release. Releases are available in the mailboxes near the office for those times the office is closed. There are also releases available in the kitchen and in the back shop.

If you do not want to, or do not have the time to, ensure that the releases are completed - then please graciously explain that the train park is closed to visitors and that the open hours are normally (Winter - 10:00 AM until 2:00 PM)(Summer - 9:00 AM until 3:00 PM) Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.

Join Train Mountain now!!

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

Train Mountain is a NO SMOKING Facility

**During recent events, many Members and their Guests have been ignoring this policy.
There are only three designated smoking areas at Train Mountain:**

- (1) Outside the front of the Backshop**
- (2) Outside the east door of the Hall of Flags**
- (3) Outside the Motor Pool (Maintenance Building)**

Due to the high fire danger at Train Mountain during the summer, we have zero tolerance for anyone smoking outside one of the designated areas.

There is NO SMOKING anywhere out on the track!

Members, Guests, and Visitors that continue to violate the Train Mountain Smoking Policy may be asked to leave.

What is Amazon Smile?

In a nutshell, it is a way for Train Mountain to receive 501c3 donations from Amazon.

According to Amazon: AmazonSmile is a simple and automatic way for you to support your favorite charitable organization every time you shop, at no cost to you. When you shop at smile.amazon.com, you'll find the exact same low prices, vast selection and convenient shopping experience as Amazon.com, with the added bonus that Amazon will donate a portion of the purchase price to your favorite charitable organization. You can choose from nearly one million organizations to support.

When you go to Amazon Smile, choose Train Mountain Institute as your charity. In order for this to work, you must always start from Amazon Smile. Then all else is the same, your account, wish lists, etc. Also available is a direct link: <http://smile.amazon.com/ch/27-4031025> for the TMI account.

The AmazonSmile Foundation will donate 0.5% of the purchase price from your eligible AmazonSmile purchases. I found that just about everything I purchased lately is eligible.

If we can get a large number of Train Mountain supporters to take advantage of the Amazon Smile program, this could result in sizable donations to Train Mountain.

[Click here for more information.](#)

Join Train Mountain now!!

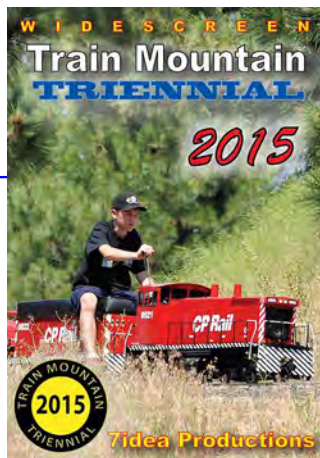
Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

CLASSIFIEDS



2015 Triennial Video is available now!

The 2015 Train Mountain Triennial video from Aaron Bentsen at 7Idea Productions is now available through the [Train Mountain on-line store](#) or the main office at Train Mountain. Give them a call at 541-783-3030 and get a copy on the way to your place. It's \$29.95 for the video and free shipping and handling lower 48, \$6 S&H for all others. A most enjoyable video shot by a true video artist and of course our favorite subject, Train Mountain!



Our good friend Jim over at Discover Live Steam has placed ads for us on his terrific website, thanks Jim. discoverlivesteam.com Did you see the great article and front cover story from the November / December 2015 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2015 Triennial. and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool! web: livesteam.net



HAVE SOMETHING YOU WANT TO SELL?

Place an ad in the Gazette!
1/8 Page: \$25/month or \$250/year
1/4 Page: \$40/month or \$400/year
1/2 Page: \$70/month or \$700/year
Full Page: \$125/month or \$1250/year

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P.O. Box 438
Chiloquin, OR 97624
Email: info@tmrr.org Phone: 541-783-3030

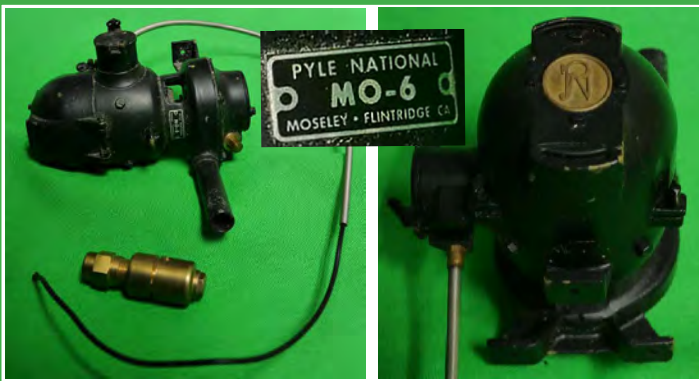
Contributors: TMRR BOD, Friends, TMI
Photos: Tom Watson



Join Train Mountain now!!

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

CLASSIFIEDS



Pyle Steam Dynamo - \$1500
 One eight scale brand new replica
 It runs on steam and generates enough
 electricity to run your lights. It comes with a
 regulator and original installation instructions
 from 1982 by builder Francis Moseley.
Contact Al Taylor - 360-798-6753
mralf2x@gmail.com

Meade 12" LX200GPS - \$2500

**Schmidt-
 Cassegrain
 Telescope
 with Autostar
 II Hand
 Controller.**

Tracking System does
 not work, but may just
 need tune-up or repair.
 Have paperwork for
 repair contact.

Contact Al Taylor
360-798-6753
mralf2x@gmail.com



Located only 1.5 miles off Hwy 97 in Downtown Chiloquin in the same building as the Post Office
 212 1st Avenue, Chiloquin, OREGON 97624 -- Phone: (541) 783-0988



Crater Lake Junction Travel Center

34005 Hwy 97 N
Chiloquin, OR 97624
541-783-9800

The Crater Lake Junction Travel Center opened for business in 2010, and is owned by the Klamath, Modoc and Ya-hooskin Tribes. Open 24 hours a day and located just next door to Kla-Mo-Ya Casino as you enter, this travel center offers competitive fuel prices and many convenience items.

Travelers can fuel up with gas, diesel, or propane. Stop in for a snack or soda, or grab a quick meal featuring Mexi-Go or Mountain Fresh Pizza. Free Wi-Fi, a comfortable lounge with large screen TVs, laundry and shower facilities, and ATMs are all available.

Make sure to ask for a Crater Lake Junction Travel Center rewards membership card so that you can earn points for each purchase and visit. Your earned points can be applied toward future purchases.

Truckers, ask about trucker services and benefits for each visit. Convenience items and truck accessories are for sale, along with many useful daily provisions.

Crater Lake National Park

Crater Lake National Park is located off Highway 62, just 34 miles from Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center. After playing and fueling up, discover the world-famous beauty and amazing history of Crater Lake. Groups and parties, ask about casino shuttle service for your outing or adventure.

Join Train Mountain now!!

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>